

USAF Declass/Release Instructions On File

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STANDARD OPERATING PROCEDURE
NUMBER 50-3100-1

FEB 10 1965

UTILIZATION OF CRASH/EMERGENCY TELEPHONE NET

1. PURPOSE: To prescribe the procedures and responsibilities for utilization of the Primary and Secondary Crash/Emergency Telephone Net.
2. RESPONSIBILITY: All personnel having access to use of the Crash/Emergency Net are responsible for compliance with these instructions.

3. PROCEDURES:

a. Initiation of Primary Crash/Emergency Call: The primary crash net consists of a master station and five slave stations. The Control Tower Operator will initiate the original crash call on the Primary Crash/Emergency Circuit. The stations assigned to the Primary Net will answer the call by lifting the receiver from the cradle. DO NOT SPEAK UPON LIFTING RECEIVER UNLESS REQUESTED TO DO SO. After transmission by Tower Personnel of statement of emergency, normal acknowledgement of receipt will be required. Parties will acknowledge receipt, upon request, by answering with their office name. All information incident to an emergency situation will be relayed through the Primary/Emergency Net.

b. Initiation of Secondary Crash/Emergency Call: Receipt of a primary crash/emergency call necessitates the initiation of the secondary crash/emergency system by Base Operations. ACKNOWLEDGEMENT OF CALLS ARE NOT NECESSARY UNLESS REQUESTED BY THE INITIATOR. Upon receipt of message the receiving agency may hang up telephone. If any questions are in order wait until the initiator completes call. All other procedures are as outlined in paragraph 3a above.

c. Daily Crash/Emergency Telephone Test: A daily crash/emergency telephone test will be conducted at 0815 hours (local) each day to insure all instruments on the circuits are functioning properly. If, for any reason, the test is not made at the scheduled time the circuits will not be tested. Tower personnel are responsible for initiating the test. All stations on both primary and secondary circuits will be asked to acknowledge the test. The person answering the call will acknowledge when originator of the test addresses the applicable station. (Note: Secondary circuit will be tested each Wednesday by the DCO Command Post).

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4. GRID MAPS: Two types of grid maps are utilized. Reference is made to Grid Map "A" (Able) and Grid Map "B" (Baker). Grid Map "A" is a map consisting of a diagram of the airfield and is used for on-station emergencies. Grid Map "B" is a map consisting of an overlay on an aeronautical chart and is used for off base emergencies not covered by Grid Map "A". Emergencies that occur that are not in the area covered by either grid map will be referred to by geographical location. Crash Grid "A" and "B" will be posted in close proximity to the crash phone.

5. RECORDS: Records of calls will be maintained by the Control Tower and Base Operations and will be retained for 30 days.

6. CIRCUIT ASSIGNMENT:

a. Primary Crash Net:

- (1) Station #1: Fire Station
- (2) Station #2: Hospital
- (3) Station #3: Command Post
- (4) Station #4: Air Rescue
- (5) Station #5: Base Operations

b. Secondary Crash Net:

- (1) Station #1: Commander
- (2) Station #2: DCO
- (3) Station #3: DCM
- (4) Station #4: Aircraft Maintenance
- (5) Station #5: Security
- (6) Station #6: Hangar Group
- (7) Station #7: Weather

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Colonel, USAF
Commander

for
Deputy Commander for Operations